

REMARKS

Applicants wish to thank the Examiner for considering the present application. In the Office Action dated October 6, 2005, claims 1-46 (previous new claims were incorrectly misnumbered 34-47) are pending in the application. Applicants respectfully request the Examiner for a reconsideration of the rejections.

The disclosure stands objected to. Applicants have amended the specification to include the serial numbers rather than the docket numbers of the related applications.

Claims 1-19 and 34-40 stand rejected under 35 U.S.C. §112, second paragraph, as being indefinite for failing to particularly point out and distinctly claim the subject matter which Applicants regard as the invention. Claims 1 and 18 have been amended to overcome this rejection.

Claims 1-6, 20 and 21 stand rejected under 35 U.S.C. §103(a) as being unpatentable over *Wessman* (6,612,394) in view of *Ritz* (6,588,858). Applicants respectfully traverse.

Claim 1 specifically recites determining the vehicle is in a U-turn in response to the steering wheel characteristic, generating a U-turn signal in response to determining the vehicle is in a U-turn and applying brake-steer in response to the U-turn signal. Applicants respectfully submit that a U-turn is a specific type of turn. The Examiner points to Claims 1 and 20 of the *Wessman* reference for detecting at least one parameter relating to a condition of the steering actuator generating a signal indicative of the condition. However, there is no teaching or suggestion in the *Wessman* reference for a U-turn. Further, the *Ritz* reference also does not teach or suggest determining the vehicle is in a U-turn.

Claim 20 also includes a means to generate a U-turn signal. Applicants respectfully submit that Claim 20 is also allowable for the same reasons set forth above with respect to Claim 1.

Likewise, the dependent claims, namely Claims 2-6 and 21, are also believed to be allowable since they further limit their independent claims.

Claims 7-19, 22-46 (formerly 22-47) stand rejected under 35 U.S.C. §103(a) as being unpatentable over *Wessman* in view of *Ritz* in further view of *Yamawaki* (6,405,113) or *Nishizaki* (5,415,215) or *Shinmura* (6,597,975) or *Zheng* (2003/0196847) or *Harara* (5,265,019).

Applicants have reviewed each of these references and can find no teaching or suggestion in any of the references for determining the vehicle is in a U-turn.

The Examiner states that the claims are unduly broad at the beginning of the application. However, the Examiner has failed to set forth specific teachings of the determination of a U-turn in generating a U-turn signal. Applicants therefore respectfully request the Examiner to

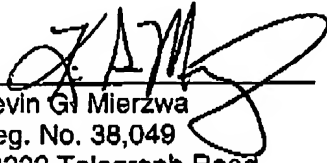
reconsider the rejection of these claims as well.

In light of the above amendments and remarks, Applicants submit that all objections are now overcome. The application is now in condition for allowance and expeditious notice thereof is earnestly solicited. Should the Examiner have any questions or comments the Examiner is respectfully requested to call the undersigned attorney.

Please charge any fees required in the filing of this amendment, or credit any overpayment, to Deposit Account 06-1510.

Respectfully submitted,

ARTZ & ARTZ, PC



Kevin G. Mierzwa
Reg. No. 38,049
28333 Telegraph Road
Suite 250
Southfield, MI 48034
(248) 223-9500

Date: _____

1/6/06